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The China Mail.

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THE SAME
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Barometer 29.96

Rainfall 0.00 inch

Humidity 73

October 5, 1920, Temperature 78

No. 18,381

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號五月十年一十二百九千一英

HONGKONG, WEDNESDAY, OCTOBER 5, 1921

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PRICE \$3.00 Per Month

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WE have a larger stock of new pianos now than ever before with **TONE, TOUCH and STYLES** to suit all tastes.

Four Thousand **MOUTRIE** pianos are in use throughout the Far East.

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Woollen Wear Perfumery
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All of latest styles and designs.
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IMPORTS:—Dress Goods, Ready-Made Clothing, Linens, Marcellines, Provision.
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Porcelain Vases, Silk and Embroideries, Tea and Tobacco Leaf.

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IS A PERMANENT
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ROYAL SILK STORE.

Just Received New Consignment of Bonnets Real Gold and Silver
BROCADE for Trimming Dresses, Shoes and Scarfs.
We are the Only Dealers for the above Articles & invite Your Inspection.
D. CHELLARAM, 26A, Queen's Road Central.

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ANNOUNCEMENT.

WE BEG TO ANNOUNCE TO OUR NUMEROUS CUSTOMERS AND PUBLIC IN GENERAL THAT WE HAVE JUST RECEIVED A LARGE AND BEAUTIFUL SELECTION OF THE WORLD'S FAMOUS CRYSTAL

BACCARAT

WE CORDIALLY INVITE INSPECTION.

J. ULLMANN & CO.

HONGKONG

TO-DAY'S CABLES.

(Reuter's Service to the China Mail)

PREMIER'S INVARNES SPEECH.

VAGUE REGARDING LONDON CONFERENCE PROSPECTS.

UNEMPLOYMENT SITUATION IMPROVING.

London, October 4.

Mr. Lloyd George at Inverness, referring to the Inverness question said: "We had some hopes that we should have furthered it in the Highlands but we have not succeeded. At any rate when we enter the London conference we will do so with what is known as the Inverness formula. The conference can only succeed if the participants make up their minds definitely and resolutely to trust the commonsense of their own people and not try to reconcile the extremists."

Referring to unemployment the Premier said much more had been done in the past two years than ever before in the history of any country. The government was now applying its mind to what more could be done. He counselled suspension of judgment as regards newspaper assertions. A comprehensive Government scheme could not be a Government scheme till the Cabinet had decided and even then the judgment of the House of Commons must be taken. He expressed the opinion that things were improving and urged the necessity of peace throughout the world, economy and co-operation among all classes otherwise there would be disaster.

HINDUS BEREAVED.

MOPLAHS HELPING TROOPS ALSO EXECUTED.

London, October 4.

The latest news of the Moplah rising shows that the Khilafate leader Kunhamd who was recently reported to have established a Khilafate "Kingdom" in one of the affected districts and subsequently stated to have fled before the British troops, is now heading a rebel band of 2,250 men with fifty firearms. According to refugees who arrived at Calicut from Thuvur 34 Hindus and two Moplahs who were tried by Kunhamd were executed there and their heads cut off and thrown into a well. The Moplahs were beheaded for helping the troops. Fifty Hindu houses in Thuvur were also burned down.

COTTON CROP LOSSES.

DISASTROUS SEASON IN AMERICA.

New York, October 4.

The Bureau of Agriculture in its cotton crop report says that growing season has been the most disastrous on record the crop showing a loss of 1,866,000 bales during August and September owing to plague and boll weevils which advanced almost to the limits of the belt, doing damage such has not been experienced since the initial invasion, while an army of other worms were stripping leaves from plants over large areas west of the Mississippi. The farmers plan to clear off the crop and plough early in order to diminish weevil damage next year.

LONDON OPIUM TRAFFIC.

PRACTICALLY KILLED BY DEPORTING CHINESE.

London, October 4.

The Chinese colony in Limehouse is gloomy owing to the forthcoming deportation to China of Low Ping-yun in consequence of his activities in the opium traffic in the East End of London. The police say that the traffic has practically been killed, at least temporarily, by deportations, also owing to the decline in the number of Chinese sailors coming to London as a result of the opposition of the Sailors' Union to the employment of Chinese on British ships.

RUSSIAN Famine RELIEF.

BRITAIN CONTRIBUTES WAR SURPLUSES WORTH £250,000.

London, October 4.

The British Government has decided to contribute towards Russian famine relief certain war surpluses held by the Disposals Board consisting of medical stores, clothing etc., costing about £250,000. The supplies will be handed over to the British Red Cross for distribution in Russia.

CONFERENCE ON FAR EASTERN PROBLEMS.

BELGIUM, PORTUGAL AND HOLLAND INVITED.

WASHINGTON, October 4.

The State Department is preparing invitations to the governments of Belgium, Portugal and Holland to attend the conference on Far Eastern subjects.

AMSTERDAM PORT WORKERS STRIKE.

DIFFERENCES WITH THE SHIPPING LINES.

London, October 4.

The Amsterdam port workers have struck owing to differences with the shipping lines with regard to payment out of the port reserve funds.

SIAMESE PRINCE IN LONDON.

STUDYING CHILD MEDICAL INSPECTION SYSTEM.

London, October 4.

The Siamese Prince and Princess Mahidol have arrived in London from America to study the system of medical inspection of school children.

SWEDEN'S GOVERNMENT RESIGNS.

Stockholm, October 4.

The Government has resigned.

THE DOLLAR.

Today's closing rate 2/11 5/8
Today's opening rate 2/11 5/8

BOY SUES MISTRESS.

CHASED OUT WITH A BROOM.

COUNTER ACCUSATIONS.

Allegations of theft and disobedience were brought by Mrs. Cameron, proprietress of the Carlton Hotel, against a Chinese boy who sued her before Magistrate Lindell this morning for \$14.10 claimed as money due for wages for 53 days' service at \$8 a month.

Mrs. Cameron admitted liability for \$13.60 only and asserted that she would not pay except under compulsion. The complainant and another servant, she alleged, had robbed three of her tenants. Theft had been frequent in the hotel. Complainant had been in her service for three years. She had always trusted him but he was doing her from the day he came. Two boys between them had stolen about 67 blankets of which they had been given sole charge. They were not the actual thieves but they instigated the robbery. When asked to produce the blankets complainant had found them because "he knew he would have been found out, if he didn't." Complainant was not dismissed without notice. He refused to work for her and left without giving notice.

Complainant said that it was his duty to serve visitors with morning tea. On Monday morning his mistress asked him why he did not instruct the coolie to take out 15 dogs. When he told her it was not his business she chased him out with a broom.

The other boy said that he was told to go away because he had failed to return to his mistress blankets of which he knew nothing.

Hearing was fixed for Saturday morning.

SPORT.

BADMINTON.

PROPOSED SHANGHAI LADIES' CLUB.

Under the attractive heading, "Shanghai's World of Sport," the N. C. D. News, of September 26, says among other things:—

The ladies are now beginning to think of winter sports. Arrangements have already been made for the use of a commodious hall and it is hoped to secure sufficient support to justify the formation of a Badminton Club within the Association. We believe this is something quite new for Shanghai, or, at least, if there has been a Badminton Club before, it has been kept very exclusive and quiet. Many may smile when they read of Badminton and call it a trifling game. Just so, and that is what they were saying only a few years ago about lawn tennis, which to-day bids fair to be the world's most popular sport. So with Badminton, which is rapidly coming into favour and has been found to be capable of exertion which lifts it up a long way above the standard previously applied to it so erroneously. London last winter was fairly mad over it and even the "Bystander" highly accomplished sporting caricaturist, Phyllis Kermode, who only deals with the really big things, like international polo, Test Match cricket and so forth, gave it her attention on several occasions. Badminton should go well in Shanghai, which always has been strong on tennis.

KINEMA NOTES.

THE HONGKONG THEATRE.

A superb Paramount feature film "The Guilty Man" is now being screened at the Hongkong Theatre. This emotional drama, based on O'Henry's celebrated story, is one of the finest Kinema pictures of the year.

ARE YOU BEING POISONED?

by constipation? The symptoms are sick headache, bilious attacks, liverishness, poor appetite, coated tongue, ill-smelling breath. If so, Pinkettes will help you. Tiny but thorough they act as gently as nature, assisting the bowels and liver just enough to restore them to order without purging or creating a habit.

Try Pinkettes to-night. You'll feel better in the morning. Of chemists or post free, 60 cents the vial, from Dr. Williams' Medicine Co., 96 Beecham Road Shanghai.

BUSINESS NOTICES

AUTUMN UNDERWEAR

Silk & Wool Light-weight Underwear superior quality \$12.50 suit.
Cotton and Wool \$8.50 suit.
All Wool \$19.50 suit.

Just received New Stock of
FANCY PYJAMAS

made of best quality Ceylon Flannel.

Suitable for between Season Wear.

Sizes 36, 38, 40, 42, 44. \$7.50 suit.

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& CO., LTD.

MEN'S WEAR SPECIALISTS.

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PRESCRIPTIONS DISPENSED
QUICKLY AND ACCURATELY

WITH
DRUGS OF THE BEST QUALITY

AT
THE PHARMACY

PLITCHER & CO., LTD., 22, QUEEN'S ROAD,
AND REMEMBER YOUR PRESCRIPTIONS ARE
DISPENSED PERSONALLY

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FULLY QUALIFIED EUROPEAN CHEMISTS.

Daniel Crawford's
"Vene Vobis"

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Pure & Very Old Liqueur

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Scotch Whisky.

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MONUMENTAL MASONRY.

MEMORIALS OF ALL KIND EXECUTED BY
EXPERIENCED WORKMEN.

LARGE STOCKS OF ITALIAN AND AMERICAN MARBLE.

POLISHED GRANITE A SPECIALITY.

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L'ANGORA

TONIQUE RAFFRAICHISSANT.

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15, QUEEN'S ROAD CENTRAL.

TEL. 75.

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AGENTS.

W. R. LOXLEY & Co.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

Under the authority of the Government of Hong Kong, the undersigned have received instructions to sell by Public Auction.

FRIDAY, October 7, 1921.

Commencing at 2.30 p.m.

at their Sales Rooms, Duddell Street.

A Collection of Japanese Curios.

Comprising—

Suzuma Vase, Jara, Tansetsu etc.

Porcelain, Cloisonne and Tortoise shell

ware, etc. etc.

Also

A Selection of Silk Embroidered

Kimonos.

On view from THURSDAY the 6th.

Catalogues will be issued.

Terms: Cash on delivery.

LAMMERT BROS.,

Auctioneers.

Hongkong, October 4, 1921.

HOTELS AT THE HOTEL

HONGKONG HOTEL.

October 4.

Mr. J. Alton Mr. W. H. John

Mr. W. G. Anderson Mr. S. C. Johannis

Mr. W. Anderson Mr. and Mrs. W. G.

Mr. and Mrs. R. H. Joseph

Mr. E. B. Bellis Mr. and Mrs. Fekn

Mr. V. Benjamin Mr. and Mrs. Fekn

Mr. E. J. Birbeck Mr. S. H. Lawrence

Mr. Blackburn Miss H. Lillie

Mr. E. Chalkley Mr. H. W. Hare

Mr. G. T. Clark Mr. W. S. McNulty

Mr. T. W. Cochran Mr. T. de Mester

Mr. L. R. Cole D. J. Morrison

Mr. A. T. Colley Mr. J. S. Murray

Mr. A. G. Denton Mr. L. Nant

Mr. E. H. Dickhoff Mr. N. Veive

Mr. A. G. van Eek Mr. and Mrs. W. P.

Mr. P. J. Falcater Neeson

Mr. E. Ferguson Mr. and Mrs. A.

Mr. S. Fieldstein Mr. D. E. Pepperell

Mr. E. Ford Mr. S. S. P.

Mr. Frank France Mr. F. A. Siefert

Mr. John A. Gaudin Mr. S. Sigmond

Mr. and Mrs. G. S. de Steen

Mr. T. P. Hall Mr. J. Thornborrow

Mr. R. F. Harris Mr. W. H. Timbrell

Mr. R. G. Harrison Mr. P. Trump

Mr. C. H. Hays Mr. E. Turney

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YOU CANNOT AFFORD TO
BE WITHOUT THEM.

JUST received a large Consignment of (1) LACTOGEN the most digestible food for Infants which keeps good in quality during Hot weather (2) LACTOGEN (Milk Sugar) for sweetening the food of Infants and Dyspeptics (3) MILFORD-MOGRATH FLUID INSECTICIDE the Best Fluid for destroying Fleas, Mosquitoes, Bugs, Flies and all other Insect Pests in Summer days, and (4) JOHN CAHILL'S GOLDEN PLEASURE MAGIC and CINDERELLA SOAPS for keeping everything clean in Houses.

PRICES are Very Moderate. Inspection and Enquiries are cordially invited.

SHIU FUNG TAI & CO.,

Sole Agents for Hongkong and South China.

Nos. 47 & 49, Cross Street, Central, Hongkong.

Telephone Nos.

理代泰豐

FOR SALE

GARDEN SEEDS
SWEET PEAS,

Early large flowering

Mixed Colours,

leading sorts raised by a

well-known local Grower.

at 50 cents per packet.

GRACA & CO.,

No. 10, Wyndham Street,

P. O. Box 620.

Hongkong.

JAPANESE MAKERS.

Every kind of Footwear.
MADE TO ORDER.

CHERRY & CO.,

PEDDER STREET,

Opposite Hongkong Hotel

Telephone No. 69.

Hongkong, March 20, 1914.

TANG YUK, DENTIST.

Dentist to

the late SLEN TING,

14, D'Agular Street.

TERMS VERY MODERATE.

CONFESSION FREE.

THE NEW SPANISH REMEDY.

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Have a "Turkish A.A."



Made of Carefully blended Grades of Turkish leaf.

Turkish Tobacco is acknowledged to be
the world's best Tobacco for Cigarettes.

(This Advertisement is issued by Westminister Tobacco Co. Ltd.)

FUTURE OF CHINA.

DEVELOPMENT PROPOSALS.

MR. LENOX SIMPSON'S VIEWS.

Mr. B. Lenox Simpson, Adviser to the Chinese Government, in an address to the Students' Conference at Swinwick, Derbyshire, said:

"It is my belief that we may fix upon the coming in force of Western industry and commerce to the coasts of China in the middle of last century as the beginning of the revolution. I do not say that it could have come without the efforts of a whole host of Chinese, but I do say that it was the undermining of the old order which was carried out by Westerners which made the great change not only possible, but forced it. The political outlook in China would be much more hopeful to-day had there not been so much opposition from foreign nations to the results which their own efforts, made unconsciously by them had created. In the first days of the Republic the main desire of Europeans was to secure that the Manchus should never return. When this result was seemingly achieved by the abdication they became dissatisfied with the turmoil unavoidable in the case of such a great nation as the Chinese, who had set themselves to work out, what had never been done before in Asia, a system of democratic control. But in spite of the Separatist Government instituted at Canton I believe that we are nearer a final settlement than even the Chinese people suspect. It is my belief that in the next year or two the true solution will suddenly occur to everyone, which is that something closely resembling British Dominion Home Rule is needed in a country of such vast size as China, and that the central capital should be no more than a national clearing-house for business of a specified nature. The militarism which a great many critics seem to think is the principal thing at the moment is, in my opinion, without importance. The trouble in China is not likely to be that the Chinese people should become too militaristic, but that they should incline too much towards indifference and apathy—far greater evils than fighting."

TRADE ZONES SUGGESTED.
"China's net revenue is about \$50,000,000 a year" about half that of India, but in the latter certain sources of revenue exist which are not present in China. It is doubtful whether a costly modern administration would produce a net revenue materially larger. Growth in China is slow, and revenue depends entirely on a rising standard of living and on private industrial enterprise. The present ad-

PARADISE LOST.

BOY'S HOLIDAY IN TWO CHAPTERS.

A schoolboy enjoying his holidays in the Lake District writing home during his first week, said:

"Dear Mother.—I am having a glorious time. Ham and eggs for breakfast, roast beef for dinner, meat pies for tea, sausage and ice-cream for supper."

A week later came the pathetic announcement: "Dear Mother.—I have been bilious for four days, but I am going to Morecambe to-morrow."

administration is cheap, and the surplus, after expenses have been met, is reasonable. Factories on modern lines are springing up, but at the end of 1920 there were only 400 in China—one for every million people. The difficulties of the Yangtze rapids have been surmounted by the genius of a British pilot, and eleven steamers are now running to Szechuan, but it has a population greater than that of France, and what would be the condition of the latter if her sole contact with the outer world was effected by eleven small steamers?

"To introduce Westernism on a large scale, but so as not to provoke tumult, I have proposed that in addition to the old treaty ports there should be trading zones along all lines of communication. Ten mile zones along all railways and rivers would create chains of new towns and factories drawing raw materials from the surrounding country. China would retain fullest police rights, and power to levy taxes, and enforce her laws or regulations. If England wishes to remain the premier power in the Far East, she must unite her policy as far as possible with China's. In the long run the vast mass of the Chinese people, with their capacity for work and their great supplies of raw materials, will exercise a preponderating influence politically in the Far East."

"It is not generally known that Lord Kitchener, when he visited Peking twelve years ago, offered, in writing, to reform the Chinese army, and make it able to meet any foe within the space of two years. He was a good judge, and never spoke, lightly. To-day it is peace, not war, that the world must have. Nevertheless, it should not be forgotten that China is a strong and virile nation in every sense of the word, and that her value as a friend and an ally extends to every field of human activity, and must increase from year to year."

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

ALL COLLIERIES IN NORTH WALES CLOSED.

LONDON, October 4th. All the collieries in North Wales have been closed since due to the high cost of working.

RUBBER SHAREHOLDERS' ASSOCIATION.

LONDON, October 4th. The first meeting of the Rubber Shareholders' Association was held yesterday. Mr. Zorn, who presided, explained that the object was to enable shareholders to have a proper voice before decisions, vitally important to the rubber industry, were made. He declared that shareholders felt that the proposals for the better regulation of the industry were not considered purely upon their merits, but in many cases the decision whether a Company should support the scheme or not was influenced by the vested interests of those who feared that the suggested new departure might interfere with their private profit-making endeavours.

Mr. A. I. Devitt, of Messrs. Lewis and Peat, gave particulars of the steps being taken to extend the use of rubber. In connection with the fact that the percentage of pure rubber in many rubber articles was extremely small, Mr. Devitt expressed the opinion that in many directions it should be possible greatly to increase the percentage, even to one hundred per cent. Some cases were mentioned of pure rubber shoe soles, now being manufactured in the East, which lasted much longer than the existing rubber soles.

RELIEF OF UNEMPLOYMENT.

WASHINGTON, October 3rd. President Harding has asked the Governors and Mayors to organize machinery for the amelioration of unemployment, following the suggestions of the Unemployment Conference.

NEW CENTRAL AMERICAN STATE.

GUATEMALA, October 3rd. The Constitution of a new Central American State, consisting of Guatemala, Salvador and Honduras, was promulgated yesterday.

EGYPT'S COTTON CROP.

CAIRO, October 3rd. The condition of the cotton crop in Lower Egypt is seventy-two; in Middle Egypt, seventy-five; and in Upper Egypt, seventy-nine per cent. as compared with the normal. The failure of the crop is due to late sowing and careless cultivation, owing to the low prices prevailing, to unreasonable weather, and to the ravages of the Boll worm.

SUNSHINE AND COMMON SENSE.

DON'T doctor your blood for rheumatism. Use an external application of Chamberlain's Pain-Balm. In a few days it will get you up and out into the sunshine, then Nature will restore the rich red blood to your veins and you will be the system of a trouble-free disease. For sale by all Chemists and Storekeepers.

NOTICES.

G. FALCONER & CO., LTD.

WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.

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No. 174, QUEEN'S ROAD CENTRAL, HONGKONG.

HOTELS AND CAFES.

HONGKONG HOTEL

(Hongkong)

REPULSE BAY HOTEL

(Repulse Bay)

PENINSULA HOTEL

(Kowloon)

(projected)

HONGKONG HOTEL GARAGE

TOWN GARAGE & SHOW ROOMS

(Pedder Street)

RUSSELL STREET GARAGE

REPULSE BAY GARAGE

THE PEAK HOTEL.

1,500 Feet above Sea Level.
15 Minutes from Landing Stage.
Under the Management of—
Mrs. BLAIR.

PALACE HOTEL KOWLOON

Recently renovated and refurbished, electric light and fans throughout and entirely under new management. Cuisine under the personal supervision of the proprietor. Bar and Billiard Rooms. Terms moderate. Special terms to families on application to—
Telephone: K. 3. Telegraphic Address: "PALACE."

J. H. O'BERRY, Proprietor.

HOTEL "ASIA"

WEST BUND, CANTON.

Leading Hotel in South China.

First class Accommodation. Electric Lights, Fans and
Elevators. Roof Garden. Hairdressing Saloon.

Splendid Views of City and Pearl River.

Excellent Cuisine. Moderate Rates.

Under the Management of the
SUN CO., LTD., CANTON.

THE NEW VICTORIA CAFE, LTD.

24 Des Voeux Road, Central.

BREAKFAST from 7.30 a.m.
TIFFINS and DINNERS (Menu and a la Carte) at all hours.

TRY OUR PIES & PASTRIES.
Cakes made by arrangement. Bakers and Confectioners.

KING EDWARD HOTEL.

CENTRAL LOCATION

11 ELECTRIC TRAM LINES, Electric

Lifts, Fans, and Heating. European

Baths and Sanitary Plumbing, Hot and Cold

Water System throughout. Best of Food and

Service.
Telephone 272. Telegraphic Address: "VICTORIA."

J. WICKHAM, Manager.

FRENCH LESSONS

G. MOUSSON

15, Morrison Hill

MAJOR-GENERAL WOOD.

ADDRESS IN PEKING.

QUESTION OF PHILIPPINE

INDEPENDENCE.

Peking Sept. 25.—Before America grants full independence to the Philippines she desires to see them fully competent to take care of their own affairs. For this reason she is now endeavouring by a slow but sure process of thorough training to educate them to the responsibilities of national life.

This is the manner in which Major-General Leonard Wood, Governor-General of the Philippines, summarized the political situation in the Islands when he addressed the American Association of North China at a dinner given in his honour at the Hotel de Peking. General Wood said that to-day the people of the Islands appear to be divided somewhat on the independence question, some desiring complete political freedom at the earliest possible moment and others, comprising the more thoughtful element, preferring to remain under American tutelage awhile longer.

GOVERNOR FORBES' VIEWS.
W. Cameron Forbes, former Governor-General of the Philippines, also made a brief talk in which he paid tribute to the development of the Islands accomplished by Spain and emphasized the debt America owes the Spanish for cultivating and fertilizing the Philippine soil for the last 300 years and converting the natives to Christianity. Touching upon the distinction between the administration of the Islands by the Democratic and Republican regimes, he said the Democrats sought to shove independence at the Philippines very much in the manner of throwing a child into water and letting him learn to swim for himself. The Republicans he said, always gave less than the Filipinos asked and it was the latter policy that was more dangerous of the two. Among the other guests were Col. McCoy, Mr. and Mrs. Ray Atherton, Col. Johnston, Commander Bryant, Majors Hamilton and Bowditch, Lieutenants Wood and Col. Emilio Reyes, Shanghai Times.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

R. 38 DISASTER.

INQUEST JURY FINDS THE CAUSE STILL UNKNOWN.

VERDICT OF ACCIDENTAL DEATH.

LONDON, October 4.

The inquest on the victims of the R38 disaster was resumed at Hull. The coroner told the jury that it was their duty to discover whether the disaster indicated criminal negligence. He reviewed the trials of the airship in 1920 and 1921 when various defects were remedied. During a long trial flight on July 17 bucking of a ginder developed attributable to the propellers but alterations thereafter satisfied the experts. The R38 was the last word in airship construction.

Survivors testified that the ship was thoroughly tested throughout the fatal flight. No defect developing. Flight Lieut. A. H. Wain, commander of the R38 was not called as a witness. An officer from the Howden base explaining that Lieut. Wain, who was making satisfactory progress, was allowed out of hospital to attend a football match on September 24 and the excitement caused a relapse necessitating his removal to hospital in London. The jury considered that Lieut. Wain's evidence could not further explain the disaster and returned a verdict of accidental death due to the airship breaking from an unknown cause.

BIG UNEMPLOYED DEMONSTRATION.

ATMOSPHERE CAPABLE OF ALMOST ANYTHING.

LABOUR LEADER'S SERIOUS WARNING.

LONDON, October 5.

London witnessed its biggest unemployed march to-day when 10,000 people marched in procession to Hyde Park with banners inscribed with taunting comparisons between 1914 and 1921 but without disorder. The demonstrators arranged a demonstration in Trafalgar Square simultaneously with the unemployed demonstration of the London County Council but the police prohibited it, hence the procession to Hyde Park. The Labour leader, Mr. Gosling, addressing the County Council, said that the number of unemployed in London had increased from 98,465 to 129,938 within the last three months. Trade union benefits had been practically exhausted and a state of utter despair had now been reached. The atmosphere in the East End was electrical and capable of almost anything. The Labour leaders were losing control of the unemployed and unless the problem was settled immediately there would be a row throughout the country. The County Council passed a resolution calling on the government to provide work or alternatively maintain the unemployed.

TUBLY INCIDENT.

LATER.

Later there was a brief but ugly encounter with the police in Trafalgar Square. One of the leaders in Hyde Park urged the crowd to assemble in the Square in spite of regulations. The audience following these instructions marched in procession a part of the way thither and then proceeded individually. Attempts made to mount the plinth of the Nelson Column were defeated by mounted and foot police who sprang up on all sides and passed back the demonstrators. More of the latter arrived and rushed the Square, whereupon the police drew their truncheons and pursued the invaders who fled. Several bottles were thrown at the police as they charged up one side of the Square. There were a few casualties on both sides. Arrests were made.

SYNTHETIC AMMONIA.

FRENCH SCIENTIST CLAIMS MANUFACTURE DISCOVERED.

PARIS, October 4.

A French scientist claims to have discovered a method of synthetic manufacture of ammonia by extracting hydrogen from a mixture of hydrogen and carbon monoxide produced by passing steam through red hot coke and then submitting the mixture of this hydrogen and nitrogen to extremely high pressure.

SMUGGLED PISTOLS.

EIGHT MONTHS' JAIL.

FOR "ELPENOR" FORKMAN.

The "Elpenor" arms case was concluded before Magistrate Orme this morning, when the chief Chinese fireman was sentenced to eight months' hard labour.

Mr. M. M. Watson prosecuted for Messrs. Butterfield & Swire, agents for the Blue Funnel line.

Mr. Leo d'Almada, who appeared for the defence, said that he did not propose to call any witnesses, but would like to address the Court on points of law. In arms cases, he said, the onus of proof lay with the prosecution. On the evidence as produced by the prosecution, he submitted that that onus had not been discharged. The arms were found hanging at the stern of the ship, and there was nothing to connect the defendant with them except his own statement. In this he said that Hop Koy had asked him to dump the packages outside the entrance to Lyemuen pass. "We were to get 30 per cent. to be divided between us. I asked the other men to hand the packages up to the stern and put them out." He made no mention whatever about arms, and the prosecution could not prove that he knew that the packages contained arms.

In consequence of suspicion, continued Mr. d'Almada, the whole crew of the ship was discharged, and new ones engaged before the ship sailed for Shanghai and

must be proved by the prosecution beyond the shadow of a doubt that the defendant knew when he dumped the packages that they contained arms. Until it was so conclusively proved, the prosecution must fail.

After again referring to the defendant's statement, Mr. d'Almada submitted that the prosecution had not proved that he knew the packages contained arms. He might have thought that it contained opium for all they knew. That being so, he had no case to answer, and the defendant was entitled to an acquittal.

The Magistrate said that on the night before the ship's arrival in port, the defendant had instructed two or more men—he would say two because only two had given evidence—to carry the heavy packages from the engine room, and had supervised the putting of the packages over the stern. If a man did such things in the dead of night, when there was little chance of being disturbed, and then claimed that he did not know what the packages contained, it was too much for him to believe. Defendant must have known that the packages contained arms when he lowered them over the stern.

Mr. d'Almada said that before sentence was passed he would like to ask the Magistrate to take into consideration the fact that the defendant was no doubt the tool of the man Hon.

The Magistrate: He is rather the heir and not so much the tool of the other man. He inherited the arms from him when he took on his job.

Mr. d'Almada: That must be so, but the fact remains that Hop does exist and the police are very keen to get him. Perhaps had they got him, the defendant would not be in the dock now. It is quite possible that the defendant has been prevailed upon by this man Hop to apply for the job, which he got, for the purpose of dumping the packages. The defendant holds 19 very good testimonials from various ships, and has always been a worker. I ask your Worship to take that into consideration and pass a light sentence. The amount of pistols concerned is out of the question. Be it one or 500, the offence is the same. The Magistrate: I do not think one revolver and 500 amount to the same offence. I think 500 is more serious. 8 months' hard labour.

ODDS AND ENDS.

MAINLY SCISSORS LOOT.

People's Spending Power.

The commissioners of customs and excise, in their report for the year ended 31st March, point out that the people's increased power prior to the present depression produced the following increases in revenue over the estimates:—Spirits, £8,603,000; sugar, £2,515,000; motor cars, £895,000; entertainments, £379,000; matches, £398,000. In regard to beer, there was a decrease of £4,422,000. An official return of the wholly unemployed workmen on July 9 showed a reduction of \$6,000 compared with the previous week.

Postcard Laconics.

The present post-card rules would not have seriously disturbed Dumas. Desirous of knowing how the sale of his latest novel was progressing he sent his publisher a post-card on which he wrote "I". He was quite satisfied with his publisher's reply. Drake's Armada report would have been well within the limits. It consisted of but one word, "Cantharides" (the Spanish Fly). And one at least of Mr. Wainley's theatrical critiques a post-card would have accommodated. The play in question was a "A Dreadful Evening" and his only comment was "Exactly!" An American literary critic was equally laconic. He quoted book and author, and added "Shake!"

Long Lived British Engines.

Many examples have come to light of British engines which have been at work from the very earliest days of steam engineering. The Science Museum in London has recently placed among its exhibits a pumping engine made in the year 1791 by Newcomen. This engine was at work until the year 1915 at a colliery near Derby. Another engine which was made in the early part of the 19th century has also been presented to the Museum. Both engines are still capable of doing useful work although they represent pioneer types very different from the British steam engines of to-day.

The Merry Moplah.

Going out on revolt appears to be a kind of hobby with the Moplahs—so much so that a regular set of customs and ceremonies has sprung up round it. According to the Times of Ceylon: The resolve for hostilities, once taken the Moplahs meet at a sacrificial feast, divorce their wives and spend an interval in religious obser-

vance. Once they have struck the first blow, they set law at defiance and they throw themselves on the forces opposed to them with all the turbulent courage of fanaticism. In short, a Moplah revolt would appear to be the much married man's "day out."

Humour in Epitaphs.

One sometimes wonders, when noting a quaintly-worded epitaph on a time-worn tombstone, says the Morning Post, whether our descendants will find the twentieth century memorials an interesting field for research. Somehow the modern inscriptions seem to lack the pleasant spontaneity, the good, human ring, which it is so refreshing to discover in the older ones. Doubtless ours is a sterner philosophy. It was no doubt cynic who inscribed above a Hertfordshire bricklayer these lines: Silent in dust lies mould'ring here A Parish Clerk of voice most clear None Joseph Rogers could excel In laying bricks or singing well.

There is a glint of humour, too—of a different kind, and possibly unintentional—in this from Oxford Parish Church: "Let this pattern of piety, mapp of misery, mirror of patience, here rest." But for deliberate irony I think we must go to the sly fellow who cut in stone above his friend the short, suggestive words: "John Eurus."

Frogs Invade North London.

The "deluge" which rejoiced the hearts of London's allotment-holders and gardeners produced some curious results. One of these, which was noticed at Whetstone, near Barnet, caused some people to think of the Plagues of Egypt. Shortly after the rain commenced a considerable number of tiny frogs, about half an inch in length, made their appearance in the gutters, and their numbers grew rapidly. The crowd of these little creatures multiplied so rapidly that by midday it was almost impossible to walk across the pavement of any street without crushing several of them underfoot. The extraordinary part of the occurrence was that the frogs made their appearance in as large numbers in streets remote from any water as they did in proximity to the brook which skirts the district, and this gave rise to the query, "Where did they come from?"

We are given to understand that the British Legion (Hongkong branch) proposes to hold a cabaret dance for members and their friends at the City Hall on Friday, November 4 at 9.15 p.m. It was hoped that this dance could take place on Armistice Day but the City Hall being already booked this was unfortunately found to be impossible. An advertisement will appear in our columns shortly giving full particulars.

TO-DAY'S ADVERTISEMENTS.

CITY HALL.

5.30 P.M. THIS EVENING.

"THE NEW WORLD."

Speaker.—DR. H. T. HOLKIN.

H. E. LT. GENERAL SIR G. M. KIRK-PATRICK, K.C.B., K.C.S.I.

Meeting lasts one hour.

Questions invited.

MARINE ENGINEERS' GUILD OF CHINA.

Hongkong Branch.

MEMBERS are requested to attend the REGULAR MONTHLY MEETING to be held at the Guild Office, Sailors' Home, on FRIDAY, 7th October, 1921, at 5.45 p.m.

Important Business.

Northern Members are urgently invited to be present.

W. J. STOKES, Branch Secretary.

Hongkong, October 5, 1921.

AN AID TO DIGESTION.

WHEN you have a fullness and weight in the stomach after eating you may know that you have eaten too much, and should take one of Chamberlain's Tablets to aid your digestion. For sale by all Chemists and Storekeepers.

KAM HING KNITTING COMPANY.

Manufacturers of:—

Socks, Singlets, Jerseys, Sweaters, etc.

24, Baiphong Road, Kowloon.

Telephone K 277.

Manager, WONG KAM FUK.

THE CHEUNG SHING.

No. 40, Nathan Road, Kowloon.

DEALERS & CONTRACTORS IN ELECTRICAL SUPPLIES.

ALSO TEAKWOOD & BLACKWOOD FURNITURE FOR SALE.

COME TO US! WE SELL THE BEST FURNITURES.

Original in Hongkong.

INSPECTION INVITED: TEL. No. K 221.

TO-DAY'S ADVERTISEMENTS.

HONGKONG CRICKET LEAGUE.

THE ANNUAL GENERAL MEETING will be held in the Pavilion of the Hongkong Cricket Club, (by kind permission) TO-DAY the 5th October, at 5.15 p.m.

H. E. TAYLER,

Hon. Secretary & Treasurer.

Hongkong, October 5, 1921.

UNITED ATHLETIC CLUB.

1st Annual Athletic Sports to be held at the N. C. C. on SATURDAY, October 8th, 1921.

Raid in Attendance.

The following events are open:

100 yards first race Handicap

Two length first race Handicap

First length first race Handicap

Second length first race Handicap

Two length first race Handicap

The public are cordially invited.

C. H. BLAKE,

Acting Hon. Secretary.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

THURSDAY, October 6, 1921, commencing at 11 a.m.

at No. 6 Godown, Hoi's Wharf, Kowloon.

(For Account of the Concerned),

140 bags Chequered Head Counter

Sunk Wire Nails

Terms:—Cash on delivery.

LAMBERT BROS.,

Auctioneers.

on SATURDAY, October 8, 1921, commencing at 11 a.m.

at No. 24 Godown of the Hongkong & Kowloon Wharf & Godown Co. Ltd.

Kowloon,

10 cases C. Rice pots,

3 cases Kerosene Lamps,

3 cases Shoe Polish,

60 cases Glass-ware,

1 case Cloth and Hair Brushes,

1 case Penholders,

1 Lot Matches.

Terms:—Cash on delivery.

LAMBERT BROS.,

Auctioneers.

Hongkong, October 5, 1921.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (for account of the concerned),

on

TUESDAY,

October 11, 1921, commencing at

2.30 p.m., at their Sales Rooms,

No. 8, Des Vaux Road, Corner of

Ice House Street,

TEAKWOOD AND BLACKWOOD

FURNITURE, BRASS AND TEAK

WOOD TWIN BEDSTEADS,

CARPETS,

&c., &c., &c.

Comprising:—

Dining Suites, Chesterfield Sofas,

Arm-chairs (new), Card and Occasional

Tables, Teakwood, Twin Bedsteads,

large and small Wardrobes, Dressing

Tables and Chairs, Washstands, &c.

(some Teakwood), Sideboards, Dinner

Wagons, Dinner Services, Cruckery, &

Glass Ware, Cooking Stoves, Cutlery,

&c., Bath Room Utensils, Electro-plated

Ware, One American Ice Chest.

Electric Reading Lamps, Screens,

Sundry Blackwood Furniture, Chairs,

Cabinets, Pictures, Enamel Bath,

&c., &c., &c.

Also

Brass Bed, Blackwood Cabinets, &c.

(Full Particulars from Catalogue).

Terms: Cash on delivery.

RUOGEN & HOUGH,

Auctioneers.

Hongkong, October 5, 1921.

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the China Mail, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

NOTICES.

LANE, CRAWFORD & CO.

SOLE AGENTS FOR

"WALK-OVER" BOOTS & SHOES

IN BROWN

ALL WEIGHTS

AND

IN

BLACK

BROWN

FOX CALF

BROGAN

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AND

GLACE KID

GOLF SHOES

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SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

Sailings:—Daily at 8 a.m. and 10 p.m. (Sundays 10 p.m. only).
From Canton daily at 8 a.m. and 5 p.m. (Sundays 5 p.m. only).

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE

Sailings:—Daily at 8 a.m. and 2 p.m. (Sundays at 8 a.m. only).
From Macao daily at 8 a.m. and 2 p.m. (Sundays at 8 a.m. only).
BANK HOLIDAY Excursion, Monday 10th October s.s. "Sai" will leave Hongkong at 9 a.m. and return from Macao at 4 p.m.

Further information may be obtained at the Company's Office, 100, Queen's Road, Hongkong, or at Messrs. T. Lee, Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON.
FOR NEW YORK AND/OR BOSTON
Via SUEZ.

S.S. "Wray Castle".....Sailing about 5th Nov.

LLOYD TRIESTINO

TAKING CARGO ON THROUGH BILLS OF LADING
FOR LEVANT, BLACK SEA & DANUBE PORTSFUMES having been re-opened for traffic, cargo is also accepted for this port
on through bills of lading.

FOR BOMBAY, VENICE, AND TRIESTE

S.S. "PERNA".....Sailing on or about 7th November.

FOR SHANGHAI.

S.S. "PERNA".....Sailing on or about 22nd October.

Further information may be obtained at the office of the Agents.

NORTH LINE OF STEAMERS

Regular Passenger and Cargo Service to
SAILING FROM COL. M.O. TO
SOUTH AFRICAN PORTS

Through Bills of Lading issued from Hongkong

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

YASUDA SHOSHEN KAISHA.

SAILING FROM HONGKONG SUBJECT TO ALTERATION

LONDON ANTWERP, ROTTERDAM & HAMBURG—Monthly direct
service via Singapore and Port Said.

ALTAI MARU.....Saturday, 8th Oct.

BUENOS AIRES—Río de Janeiro, Santos, Durban & Cape Town via Singapore.

Passenger Service.

S.S. "YAMATO".....Tuesday, 11th Oct.

BOMBAY & COLOMBO—Regular fortnightly service via SINGAPORE.

KASADO MARU.....Sunday, 9th Oct.

MALAY MARU.....Sunday, 30th Oct.

(Passenger Service)

DELI & BANGKOK VIA SINGAPORE & SINGAPORE—Regular Monthly

PASSENGER SERVICE.

BUSHO MARU.....Friday, 1st Nov.

Excellent accommodation for 1st and 2nd class passengers.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and

other ports.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and

Delaware—Regular fortnightly passenger service touching at intermediate

ports in Japan and taking cargo to OVERLAND PORTS U.S.A. in connection

with Chinese, Milwaukee and St. Paul Railway.

ARIZONA MARU.....Thursday, 29th Oct.

MONTANA MARU.....Friday, 4th Nov.

NEW YORK VIA PANAMA.

HONOLULU MARU.....Friday, 14th Oct.

NEW ORLEANS VIA SUEZ.

PORT OF SPAIN.....Friday, 21st Oct.

JAPAN PORTS—Kobe & Yokohama via Shanghai.

KEELUNG VIA SWATOW & AMOY—These steamers have excellent accommo-

dation for 1st and 2nd class saloon passengers and will arrive at and depart from

the O.R.E. wharf near the Harbour Office.

KAIYO MARU.....Sunday, 8th Oct.

TAKAO VIA SWATOW & AMOY.

KOSHI MARU.....Sunday, 16th October.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 and 745.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

"BURMACHUS".....Via Suez Canal.....13th Oct.

"CITY OF ADELAIDE".....Via Suez Canal.....1st Nov.

"TYDEUS".....Via Suez Canal.....13th Nov.

"KANSA".....Via Suez Canal.....15th Nov.

Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.

HONGKONG & CANTON

REISS & CO., CANTON

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SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR

AMOI AND SHANGHAI.....SUNDAY.....Oct. 8, at Noon.

To HONGKONG.....Oct. 8, at Noon.

AMOI, HANGHAI, CHIU & TONG.....SUNDAY.....Oct. 8, at 4 p.m.

SHANGHAI, HANGHAI, CHIU & TONG.....SUNDAY.....Oct. 8, at 4 p.m.

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PASSENGER & FREIGHT SERVICE

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Calling Shanghai—Kobe—Yokohama.

Leave Hongkong, ARRIVE SEATTLE.

S.S. "SILVER STATE" For Manila Oct. 11th.

S.S. "SILVER STATE" For Manila Oct. 11th.

For HONOLULU AND SAN FRANCISCO.

ARRIVE SAN FRANCISCO.

For VICTORIA DIRECT.

Calling Manila, Shanghai, Kobe & Yokohama.

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FOR SINGAPORE DIRECT.

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REGULAR FREIGHT AND PASSENGER SERVICE

BETWEEN

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S.S. "MACASSAR MARU".....Sailing on or about 15th Oct.

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K. SUZUKI,

Manager.

R-38 DISASTER.

INQUEST LEAVES CAUSE STILL UNKNOWN.

FIRST HAND ACCOUNTS.

In view of the London cable received to-day stating that the finding of the inquiry on the victims of the R. 38 disaster leaves the cause of the accident still unknown it is interesting to read the descriptions of those who saw the giant airship explode printed in Home papers at the time. The disaster occurred shortly before six o'clock on the evening of August 24 when R-38 was over the city of Hull. R-38 left her mooring mast at Howden, Yorkshire, at 7.10 in the morning after having been overhauled and proceeded on a test flight which was to last twenty-four hours. After the completion of these trials she was to go to the aerodrome at Pulham, Norfolk, to undergo final preparation before starting on her flight across the Atlantic. The conditions in some respects were not very favourable, and during the weather having become foggy, the vessel remained over the North Sea awaiting a clearing of the atmosphere, which would enable her to proceed to Pulham.

Apparently the weather conditions had improved sufficiently for this purpose, and at 5.10 p.m. R-38 was sighted over Hull. A few minutes later she was seen to buckle and break in half. Two violent explosions followed, and the blazing remains of the airship fell into the river Humber, taking with them the majority of those on board.

Eye-witnesses state that the whole affair was over in a minute. So tremendous were the explosions that considerable damage was done to buildings in the city. Had the disaster occurred a couple of minutes sooner, the broken and burning airship would have fallen on to houses and crowded streets, instead of into the river.

Unhappily there were only five survivors of the crew of the ill-fated airship, including Flight-Lieut. Wann, her commander, who is injured, though not dangerously. R-38 had on board eight British officers, five civilian experts, and nineteen other ranks, together with six American officers and eleven other ranks—a total of forty-nine. Thus, the total death-roll amounted to forty-four.

SURVIVOR'S STORY.

ON THE TAIL OF THE AIRSHIP.

Mr. Harry Bateman, of Gordon Avenue, St. Margaret's, Middlesex, who was one of the five survivors, said to a newspaper representative: "I am a scientific assistant to the National Physical Laboratory at Teddington, and about 10 a.m. on the Tuesday I went on board the airship at Howden, accompanied by two others in the same capacity, Messrs. C. R. Burnett and C. W. Gifford. They also belong to Middlesex. We joined 47 others, English and American. The crew included 45 officers and men.

"I was seated on the tail of the ship. She first flew over the North Sea and towards Pulham, Norfolk. The ship was in perfect flying condition until 5.35 to-day. At that time the controls were being tested at high speed when I assumed that the girder broke amidships.

"After a few short shocks the ship began to fall and a petrol tank exploded. I saw smoke afterwards forward about the ship. The ship then began to fall into the Humber nose downward.

"Immediately after the explosion I was thrown into the cockpit at the tail of the ship. I then attached myself to a parachute and jumped overboard, but the rope of it had caught in some of the wires and I was unable to extricate myself. I was shortly afterwards with two others picked up from the sea by a barge called 'Klondyke of Ramsgate' and taken to the Hull police station."

BROKEN BACK.

AIRSHIP'S COLLAPSE AFTER TWO EXPLOSIONS.

A graphic story of the accident was given by the District Naval Intelligence Officer at Hull. "It was shortly after five o'clock when the airship first appeared over the river," he said. "It was rather misty at the time, but the airship could be clearly discerned flying at an altitude of about 1,000ft.

"The noise of its engines could be plainly heard and it seemed to be going along quite smoothly. I was watching it, wondering which way it would turn, when, at 5.40 to the minute, a terrific explosion was heard.

"Hundreds of windows were blown out in the town, and as I looked, the first gondola, or what was left of it, blew in all directions over the river. "Almost immediately another explosion was heard and the airship split its back and broke in two. The envelope seemed to hang in the air, and fell into the river about two minutes after the first explosion.

"The ship was just off the Corporation Pier when the thing happened, and it could be seen that several men jumped into the sea. The back gondola could not be seen. It was probably blown to atoms.

"Terrible scenes were witnessed when the sky had cleared and everything could be observed. A great majority of the crew were blown to pieces, and for hours afterwards parts of their bodies could be seen floating in the river. Only three of the crew are alive, it is reported.

"Shrieks could be heard, but amid the general confusion and the sound of the windows falling out it was hard to tell whence they were coming.

"The engines fell into the river some distance from the pieces of the gondolas. Within five minutes of the first explosion all that was left of the great airship was tattered pieces of envelope and wood and wires floating about in oil-stained water."

THEORIES OF THE CAUSE.

Reconstructing the statements of non expert eye-witnesses, it seems clear that the enormously long hull began most ominously to buckle—or "crinkle," as one onlooker puts it—just about the middle.

The kink, to the terrified eyes of the spectators, grew rapidly more pronounced. It may be that the vessel, while inclined a little steeply, was assuming too downward an angle to satisfy the officer in control in the fore-car. The order may have been given to move over the elevators and bring up her bow. And while in this position it may be that some sudden current of air, flowing at high speed up the river, subjecting the long slender hull—built of an intricate lattice-work of duralumin—to a violent and quite abnormal strain.

Be this as it may—or even assuming that the breaking strain was caused by the moving of the airship into some unusual "air pocket" which would subject her hull to a sudden twist—the happenings of the next few seconds were all too plain. Still watched by the horrified crowds on the earth, some of whom began to run here and there in panic, the huge liner of the air broke completely in two with a rending crash of her interior metal-work. Next instant—tragedy following upon terror—there was the sound of several thunderous explosions, following which a huge sheet of flame was seen to emerge from the part of the hull where the breakage had occurred. Petrol fires had been started so "doubt as a result of the interior fractures; and then some of the millions of cubic feet of hydrogen gas began to burn.

HURTLING GLASS.

So tremendous were the mid-air explosions, one in the fore-part and then another in the rear section, that glass was blown from the windows of warehouses on the Hull quayside, and sent hurtling in fragments into the streets. This fact, and the terrible menace of the blazing mass in the sky

above, sent people rushing for the nearest shelter.

It was at about this terrible moment that several of the crew of the airship—one of them from a centre gondola—were seen to leap from the inferno of flames with parachutes, which opened as they fell and bore them down to the earth below.

Meanwhile her outer covering of fabric must have burned away, and the central girder work having apparently broken entirely, the vast hull of the R-38 actually divided completely in the middle. One blazing mass came down more quickly than the other, falling amid a hiss of flames some distance to the east of the Victoria Pier. Then the second portion, also burning fiercely, settled down towards the water, where it rested to the west of the Victoria Pier.

Scenes which followed were almost indescribably strange. The disaster had been a veritable cataclysm. People could not believe their eyes. While some were still rushing for shelter, others came running half-dazed from offices and shops, dazed by the noise of the explosions and the tinkling fall of glass from many windows.

No great disaster could possibly have been so sudden or so terribly complete.

At one moment there above had floated the great airship—the finest in the world. Then, a few minutes later, after descending, so to say, in fragments, she lay partially submerged and in burning, shapeless masses of wreckage on the surface of the river, now covered with blazing petrol.

The fate of those on board became the next impelling thought. The river became thronged by small craft which shot out on their errands of rescue. Small boats, two or three trawlers, and a couple of tramp steamers, approaching the still blazing wreckage, attempted to get alongside.

But the heat from the hydrogen fed flames was intense. The rescuers, despite all they could do, were for the time beaten off; and it seems that no movement or cry came from the wreckage after it had fallen. The explosions and the fierceness of the flames seem to have done their work all too well.

AIR MINISTRY ACCOUNT.

The Air Ministry issued the following account of the tragic flight which led up to the disaster:

"The airship left Howden base at 7.10 a.m. on Tuesday for her fourth trial, under the command of Flight-Lieutenant A. H. Wann. She reported her position at various times throughout the day, and proceeded to carry out different tests which had been arranged for. At eight o'clock last night she signalled the following message: 'Will remain out to-night to complete necessary trials. Several have already been successfully accomplished. Will and to-morrow.'"

"The cruise therefore continued during the night, and at seven o'clock this (Wednesday) morning the R-38 reported that she was flying in the neighbourhood of Howden, from which place she had started. She continued flying over the area between Howden and Pulham during the day, and at 1.15 this afternoon she signalled, 'Will not land at Pulham until cloud height increases. Trials proceeding satisfactorily.'"

"Later she requested Howden to fly a kite balloon at 3,000ft, and to give probable winds at that height, as she was going to carry out full speed trials, which were expected to take about an hour. This signal was sent out at 15.50 (3.50 p.m.), and was followed by a further message timed at 16.30, saying, 'Carrying out full-speed trials.' Half an hour later, at 17.00, a signal was sent both to the Air Ministry and to Pulham, saying 'Landing Howden, 18.30.'"

"Earlier in the day the airship had requested both Pulham and Howden to keep a landing party standing by, as the captain wished to be in a position to land at the station which he considered most favourable from the meteorological point of view. The last wireless transmission heard from the ship was at 17.34 (5.34 p.m.),

when she acknowledged the receipt of a routine signal from Howden."

"The airship was built at the Royal Airship Works, Cardington, Bedford, and after undergoing her airborne and engine trials in the shed was considered ready for flight about June 20. The first flight took place on the night of June 23; the ship leaving Cardington at 9.55 p.m. and landing at Howden at 11.15 p.m. The flight over the Home Counties at 4.20 a.m., June 24. It was anticipated that owing to the airship being the first of a new class, modifications would probably be necessary, and, as previously announced, while the result of this first trial was considered satisfactory, it was decided to make modifications to the control system. This was done, and a further flight of about six hours' duration over the same area took place on the night of June 28-29. Careful tests were carried out, as in the case of all new airships, and further modifications were determined upon.

"Following these alterations the third flight began about 7.30 p.m. on July 17, and the ship, after passing over many of the most important towns on the East Coast, landed at Howden Airship Base after a flight of about nine hours. A speed of 50 knots was obtained without calling upon the full engine power. During the flight it was found that some of the girder amidships were weakened, but the flight was continued for some hours afterwards. The result of this trial was that reinforcements were considered necessary to the girders specified. This work was carried out at Howden Airship Station, and was completed by July 30. Unfortunately just before this date the unusually fine spell of weather was displaced by extremely disturbed conditions, and sufficiently fine weather did not occur for further trials to take place."

DETAILS OF THE SHIP.

The design of the R-38 was a considerable departure from that of the R-36, or from the Zeppelin series as exemplified in the R-33 and R-34. Its

gas was contained in only fourteen compartments, whereas in a ship of that size, according to previous practice, there would have been eighteen or nineteen. There were many innovations, and certainly numerous improvements, which are referred to below. She was, after satisfactory trials, to have been handed over to the United States Naval Air Service, and America was to pay \$2,000,000 for her. Built originally for the British service as the R-38, she bore her new designation, "Z R-2," on her hull, and the American Air Service tricolour star emblem on her rudder.

She was laid down in November, 1918, by Messrs. Short Bros. In April, 1920, the works were taken over by the Air Ministry, under whom most of the construction has been carried out. The design was placed in the hands of Mr. C. R. I. Campbell, and decided by the Admiralty in the spring of 1918. The ship, indeed, embodied the result of war experience up to that date, and this taught, first of all, the need for great height-attaining powers and also of long duration of voyage combined with superior speed. Built for Britain and for co-operation with the Fleet, the problem was more difficult than that presented to German airship engineers, for Germany is a land of comparatively light winds, and has fairly equable weather. Moreover, for the German airship raids and patrols less duration capacity sufficed and the prevailing winds were from a direction that favoured a quick run for harbour. Our airships needed greater endurance because the circumstances were almost the exact opposite.

She carried fifty petrol tanks, each holding 190 gallons (about 1,300lb), the total quantity of petrol being thirty tons. Interspersed with them were the water bags, some designed for instant emptying when it became necessary to lighten the ship quickly. These contained a quarter of a ton each. Then there were the ordinary water ballast bags, of which the flow could be turned off or on at will. There were ten tons of water ballast. The fourteen gas bags had valves that could be operated, and also safety

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EDAM CHEESE	\$3.00 per ball.
GRUYERE	1.10 per lb.
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PICNIC (Own Make)50 " " Jar.
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valves that opened automatically under a certain pressure of gas and prevented excessive inflation, which would otherwise occur during ascending movements. The valves, the ballast, and the tanks, like the control surfaces, were all operated from the control cabin. The engine cars each carried an engineer, instructions to whom were conveyed by the telegraph. The bomb-sighter and the bomb release gear were operated from the control cabin.

She was the largest airship ever built, having a gas capacity 300,000 cubic feet more than the surrendered L 71, and 700,000 more than the R-33. She was 20ft longer than that ship. The main dimensions and characteristics of ZR-2 were:

Length ...	695ft.
Diameter ...	85ft 4in.
Capacity ...	2,700,000 cubic ft.
Total lift under normal conditions	83 tons.
Total H. P. ...	2,100.
Engines ...	6 Sunbeam "Cosack" of 350h.p.
Normal crew (officers and men) ...	28 or 30.

It only needed such a calamity to fill the cup of bitterness for the community of aeronauts. It almost takes the last bit of fight out of those who have been trying to turn the Government from its determination to cease airship operations unless the Dominions Parliaments demand Imperial airship lines. The mere laying up of the airship material for six months will ruin most of it, and the time lost to experimenting and experience can never be recalled. Yet the disaster to the R-38 must not be permitted to discourage airship work. The war record and the peace record of airships are quite enough to go upon, and this disaster, when its cause is definitely known, must be turned to useful lessons and not be an occasion for accepting defeat.

CHAMBERLAIN'S PAIN BALM.

THERE is nothing so good for lameness, rheumatism, sprains, lameness, cramps of the muscles, bruises and like injuries as Chamberlain's Pain Balm. It will effect a cure in less time than any other treatment. For sale by all Chemists and Storekeepers.

AN EMPIRE PRODUCTION

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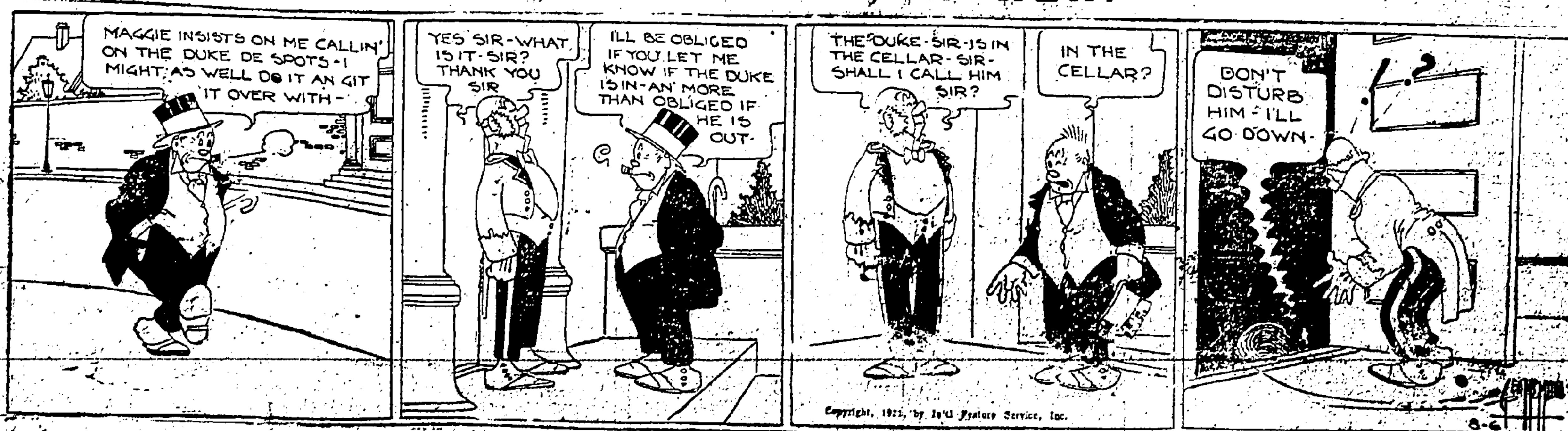
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AGENTS

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NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES.

CHINA COAST, ETC.

SWATOW.	
Oct. 7-D.L.	Hailong.
9-D.L.	Hailong.
11-D.L.	Hailong.
13-D.L.	Hailong.
15-D.L.	Hailong.
17-D.L.	Hailong.
19-D.L.	Hailong.
21-D.L.	Hailong.
23-D.L.	Hailong.
25-D.L.	Hailong.
27-D.L.	Hailong.
29-D.L.	Hailong.
31-D.L.	Hailong.

AMOI.	
Oct. 7-D.L.	Hailong.
9-D.L.	Hailong.
11-D.L.	Hailong.
13-D.L.	Hailong.
15-D.L.	Hailong.
17-D.L.	Hailong.
19-D.L.	Hailong.
21-D.L.	Hailong.
23-D.L.	Hailong.
25-D.L.	Hailong.
27-D.L.	Hailong.
29-D.L.	Hailong.
31-D.L.	Hailong.

FOOCHOW.	
Oct. 7-D.L.	Hailong.
9-D.L.	Hailong.
11-D.L.	Hailong.
13-D.L.	Hailong.
15-D.L.	Hailong.
17-D.L.	Hailong.
19-D.L.	Hailong.
21-D.L.	Hailong.
23-D.L.	Hailong.
25-D.L.	Hailong.
27-D.L.	Hailong.
29-D.L.	Hailong.
31-D.L.	Hailong.

SHANGHAI.	
Oct. 6-C.N.	Sunyang.
8-C.N.	Sunyang.
10-C.N.	Sunyang.
12-C.N.	Sunyang.
14-C.N.	Sunyang.
16-C.N.	Sunyang.
18-C.N.	Sunyang.
20-C.N.	Sunyang.
22-C.N.	Sunyang.
24-C.N.	Sunyang.
26-C.N.	Sunyang.
28-C.N.	Sunyang.
30-C.N.	Sunyang.
31-C.N.	Sunyang.

NEWCHANG.	
Oct. 8-C.N.	Shansi.
10-C.N.	Shansi.
12-C.N.	Shansi.
14-C.N.	Shansi.
16-C.N.	Shansi.
18-C.N.	Shansi.
20-C.N.	Shansi.
22-C.N.	Shansi.
24-C.N.	Shansi.
26-C.N.	Shansi.
28-C.N.	Shansi.
30-C.N.	Shansi.
31-C.N.	Shansi.

KEELUNG.	
Oct. 9-C.N.	Shansi.
11-C.N.	Shansi.
13-C.N.	Shansi.
15-C.N.	Shansi.
17-C.N.	Shansi.
19-C.N.	Shansi.
21-C.N.	Shansi.
23-C.N.	Shansi.
25-C.N.	Shansi.
27-C.N.	Shansi.
29-C.N.	Shansi.
31-C.N.	Shansi.

TAKAO.	
Oct. 10-C.N.	Shansi.
12-C.N.	Shansi.
14-C.N.	Shansi.
16-C.N.	Shansi.
18-C.N.	Shansi.
20-C.N.	Shansi.
22-C.N.	Shansi.
24-C.N.	Shansi.
26-C.N.	Shansi.
28-C.N.	Shansi.
30-C.N.	Shansi.
31-C.N.	Shansi.

HAIKONG AND HOIHOW.	
Oct. 11-C.N.	Shansi.
13-C.N.	Shansi.
15-C.N.	Shansi.
17-C.N.	Shansi.
19-C.N.	Shansi.
21-C.N.	Shansi.
23-C.N.	Shansi.
25-C.N.	Shansi.
27-C.N.	Shansi.
29-C.N.	Shansi.
31-C.N.	Shansi.

SAIGON.	
Oct. 12-M.	Armand Behic.
14-M.	Armand Behic.
16-M.	Armand Behic.
18-M.	Armand Behic.
20-M.	Armand Behic.
22-M.	Armand Behic.
24-M.	Armand Behic.
26-M.	Armand Behic.
28-M.	Armand Behic.
30-M.	Armand Behic.
31-M.	Armand Behic.

SINGAPORE.	
Oct. 13-C.N.	Shansi.
15-C.N.	Shansi.
17-C.N.	Shansi.
19-C.N.	Shansi.
21-C.N.	Shansi.
23-C.N.	Shansi.
25-C.N.	Shansi.
27-C.N.	Shansi.
29-C.N.	Shansi.
31-C.N.	Shansi.

BANGKOK.	
Oct. 14-C.N.	Shansi.
16-C.N.	Shansi.
18-C.N.	Shansi.
20-C.N.	Shansi.
22-C.N.	Shansi.
24-C.N.	Shansi.
26-C.N.	Shansi.
28-C.N.	Shansi.
30-C.N.	Shansi.
31-C.N.	Shansi.

PHILIPPINE ISLANDS, ETC.	
Oct. 15-C.N.	Shansi.
17-C.N.	Shansi.
19-C.N.	Shansi.
21-C.N.	Shansi.
23-C.N.	Shansi.
25-C.N.	Shansi.
27-C.N.	Shansi.
29-C.N.	Shansi.
31-C.N.	Shansi.

MANILA.	
Oct. 16-C.N.	Shansi.
18-C.N.	Shansi.
20-C.N.	Shansi.
22-C.N.	Shansi.
24-C.N.	Shansi.
26-C.N.	Shansi.
28-C.N.	Shansi.
30-C.N.	Shansi.
31-C.N.	Shansi.

CEBU AND ILOILO.	
Oct. 17-C.N.	Shansi.
19-C.N.	Shansi.
21-C.N.	Shansi.
23-C.N.	Shansi.
25-C.N.	Shansi.
27-C.N.	Shansi.
29-C.N.	Shansi.
31-C.N.	Shansi.

SANDAKAN.	
Oct. 18-C.N.	Shansi.
20-C.N.	Shansi.
22-C.N.	Shansi.
24-C.N.	Shansi.
26-C.N.	Shansi.
28-C.N.	Shansi.
30-C.N.	Shansi.
31-C.N.	Shansi.

JAYA PORTS, ETC.	
Oct. 19-C.N.	Shansi.
21-C.N.	Shansi.
23-C.N.	Shansi.
25-C.N.	Shansi.
27-C.N.	Shansi.
29-C.N.	Shansi.
31-C.N.	Shansi.

INDIAN PORTS, ETC.	
Oct. 20-C.N.	Shansi.
22-C.N.	Shansi.
24-C.N.	Shansi.
26-C.N.	Shansi.
28-C.N.	Shansi.
30-C.N.	Shansi.
31-C.N.	Shansi.

CALCUTTA.	
Oct. 21-C.N.	Shansi.
23-C.N.	Shansi.
25-C.N.	Shansi.
27-C.N.	Shansi.
29-C.N.	Shansi.
31-C.N.	Shansi.

BOMBAY AND COLOMBO.	
Oct. 22-C.N.	Shansi.
24-C.N.	Shansi.
26-C.N.	Shansi.
28-C.N.	Shansi.
30-C.N.	Shansi.
31-C.N.	Shansi.

AUSTRALIAN PORTS.	
Oct. 23-C.N.	Shansi.
25-C.N.	Shansi.
27-C.N.	Shansi.
29-C.N.	Shansi.
31-C.N.	Shansi.

JAPAN PORTS.	
Oct. 24-C.N.	Shansi.
26-C.N.	Shansi.
28-C.N.	Shansi.
30-C.N.	Shansi.
31-C.N.	Shansi.

SYDNEY AND MELBOURNE.	
Oct. 25-C.N.	Shansi.
27-C.N.	Shansi.
29-C.N.	Shansi.
31-C.N.	Shansi.

CONSIGNEES' NOTICES.	
Oct. 26-C.N.	Shansi.
28-C.N.	Shansi.
30-C.N.	Shansi.
31-C.N.	Shansi.

THE T. K. K. s.s. "Korea Maru"	
Oct. 27-C.N.	Shansi.
29-C.N.	Shansi.
31-C.N.	Shansi.

THE T. K. K. s.s. "Silver State"	
Oct. 28-C.N.	Shansi.
30-C.N.	Shansi.
31-C.N.	Shansi.

THE T. K. K. s.s. "Blue Pearl"	
Oct. 29-C.N.	Shansi.
31-C.N.	Shansi.

THE T. K. K. s.s. "Albany"	
Oct. 30-C.N.	Shansi.
31-C.N.	Shansi.

AMERICAN PORTS.

VANCOUVER.

Oct. 1-C.N.	Shansi.
3-C.N.	Shansi.
5-C.N.	Shansi.
7-C.N.	Shansi.
9-C.N.	Shansi.
11-C.N.	Shansi.
13-C.N.	Shansi.
15-C.N.	Shansi.
17-C.N.	Shansi.
19-C.N.	Shansi.
21-C.N.	Shansi.
23-C.N.	Shansi.
25-C.N.	Shansi.
27-C.N.	Shansi.
29-C.N.	Shansi.
31-C.N.	Shansi.

SEATTLE.	
Oct. 2-C.N.	Shansi.
4-C.N.	Shansi.
6-C.N.	Shansi.
8-C.N.	Shansi.
10-C.N.	Shansi.
12-C.N.	Shansi.
14-C.N.	Shansi.
16-C.N.	Shansi.
18-C.N.	Shansi.
20-C.N.	Shansi.
22-C.N.	Shansi.
24-C.N.	Shansi.
26-C.N.	Shansi.
28-C.N.	Shansi.
30-C.N.	Shansi.
31-C.N.	Shansi.

PORTLAND.	
Oct. 3-C.N.	Shansi.
5-C.N.	Shansi.
7-C.N.	Shansi.
9-C.N.	Shansi.
11-C.N.	Shansi.
13-C.N.	Shansi.
15-C.N.	Shansi.
17-C.N.	Shansi.
19-C.N.	Shansi.
21-C.N.	Shansi.
23-C.N.	Shansi.
25-C.N.	Shansi.
27-C.N.	Shansi.
29-C.N.	Shansi.
31-C.N.	Shansi.

SAN FRANCISCO.	
Oct. 4-C.N.	Shansi.
6-C.N.	Shansi.
8-C.N.	Shansi.
10-C.N.	Shansi.
12-C.N.	Shansi.
14-C.N.	Shansi.
16-C.N.	Shansi.
18-C.N.	Shansi.
20-C.N.	Shansi.
22-C.N.	Shansi.
24-C.N.	Shansi.
26-C.N.	Shansi.
28-C.N.	Shansi.
30-C.N.	Shansi.
31-C.N.	Shansi.

VALPARAISO.	
Oct. 5-C.N.	Shansi.
7-C.N.	Shansi.
9-C.N.	Shansi.
11-C.N.	Shansi.
13-C.N.	Shansi.
15-C.N.	Shansi.
17-C.N.	Shansi.
19-C.N.	Shansi.
21-C.N.	Shansi.
23-C.N.	Shansi.
25-C.N.	Shansi.
27-C.N.	Shansi.
29-C.N.	Shansi.
31-C.N.	Shansi.

NEW ORLEANS.	
Oct. 6-C.N.	Shansi.
8-C.N.	Shansi.
10-C.N.	Shansi.
12-C.N.	Shansi.
14-C.N.	Shansi.
16-C.N.	Shansi.
18-C.N.	Shansi.
20-C.N.	Shansi.
22-C.N.	Shansi.
24-C.N.	Shansi.
26-C.N.	Shansi.
28-C.N.	Shansi.
30-C.N.	Shansi.
31-C.N.	Shansi.

NEW YORK.	
Oct. 7-C.N.	Shansi.
9-C.N.	Shansi.
11-C.N.	Shansi.
13-C.N.	Shansi.
15-C.N.	Shansi.
17-C.N.	Shansi.
19-C.N.	Shansi.
21-C.N.	Shansi.
23-C.N.	Shansi.
25-C.N.	Shansi.
27-C.N.	Shansi.
29-C.N.	Shansi.
31-C.N.	Shansi.

SOUTH AFRICAN PORTS.	
Oct. 8-C.N.	Shansi.
10-C.N.	Shansi.
12-C.N.	Shansi.
14-C.N.	Shansi.
16-C.N.	Shansi.
18-C.N.	Shansi.
20-C.N.	Shansi.
22-C.N.	Shansi.
24-C.N.	Shansi.
26-C.N.	Shansi.
28-C.N.	Shansi.
30-C.N.	Shansi.
31-C.N.	Shansi.

DURBAN AND CAPE TOWN.	
Oct. 9-C.N.	Shansi.
11-C.N.	Shansi.
13-C.N.	Shansi.
15-C.N.	Shansi.
17-C.N.	Shansi.
19-C.N.	Shansi.
21-C.N.	Shansi.
23-C.N.	Shansi.
25-C.N.	Shansi.
27-C.N.	Shansi.
29-C.N.	Shansi.
31-C.N.	Shansi.

EUROPEAN PORTS.	
Oct. 10-C.N.	Shansi.
12-C.N.	Shansi.
14-C.N.	Shansi.
16-C.N.	Shansi.
18-C.N.	Shansi.
20-C.N.	Shansi.
22-C.N.	Shansi.
24-C.N.	Shansi.
26-C.N.	Shansi.
28-C.N.	Shansi.
30-C.N.	Shansi.
31-C.N.	Shansi.

BRINDISI, VENICE & TRIESTE.	
Oct. 11-C.N.	Shansi.
13-C.N.	Shansi.
15-C.N.	Shansi.
17-C.N.	Shansi.
19-C.N.	Shansi.
21-C.N.	Shansi.
23-C.N.	Shansi.
25-C.N.	Shansi.
27-C.N.	Shansi.
29-C.N.	Shansi.
31-C.N.	Shansi.

MARSEILLES.	
Oct. 12-C.N.	Shansi.
14-C.N.	Shansi.
16-C.N.	Shansi.
18-C.N.	Shansi.
20-C.N.	Shansi.
22-C.N.	Shansi.
24-C.N.	Shansi.
26-C.N.	Shansi.
28-C.N.	Shansi.
30-C.N.	Shansi.
31-C.N.	Shansi.

LONDON.	
Oct. 13-C.N.	Shansi.
15-C.N.	Shansi.
17-C.N.	Shansi.
19-C.N.	Shansi.
21-C.N.	Shansi.
23-C.N.	Shansi.
25-C.N.	Shansi.
27-C.N.	Shansi.
29-C.N.	Shansi.
31-C.N.	Shansi.

LIVERPOOL.	
Oct. 14-C.N.	Shansi.
16-C.N.	Shansi.
18-C.N.	Shansi.
20-C.N.	Shansi.
22-C.N.	Shansi.
24-C.N.	Shansi.
26-C.N.	Shansi.
28-C.N.	Shansi.
30-C.N.	Shansi.
31-C.N.	Shansi.

12.-E. L.	City of Delhi.
15.-B. F.	Mentor.
22.-B. F.	Madison.
23.-G. L.	Gleniffer.
25.-P. & O.	Nyanza.
Dec. 9.-P. & O.	Somali.
	Malindi.

MENTHOLATUM

the BEST REMEDY



FOR COLD IN THE HEAD WHEN
APPLIED IN THE NOSTRILS.

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ALL CHEMISTS.

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41, Queen's Road, Central. Tel. 285.
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Des Voeux Road Central.
- The Bank of East Asia, Ltd.**
Des Voeux Road Central, Hongkong.
- The Chinese Merchants Bank Ltd.**
Alexandra Bldg., Chater Road.
- CHUNNER, MOND & CO. (CHINA)
LIMITED.**
Alkali Manufacturers.
Tel. 1630. 7, Queen's Rd. Central.
- De Bros & Co., Importers and
Exporters and Commission Agents.**
Des Voeux Road.
- Heung Hing Lumber Co.**
Lumber Merchants.
Mr. H. K. Wong, Manager.
72-73 Queen's Road Central. Tel. 2137.
- Cheng Yung, China Jade, Pearls,
Diamonds, etc.** 73, Queen's Road
Central.
- CHINA AGENT & TRADING CO. S.
HONGKONG.**
Iron, Steel & Piece Goods.
Tel. 2143. 10, Queen's Rd. Central.
- China Commercial Co., Ltd.**
Importers and Exporters.
24-25 Queen's Road Central. Tel. 1692.
- CHINA OVERSEAS TRADING CO.
(1919), LTD.**
Importers and Exporters.
Tel. 1104. 16, Queen's Rd. Central.
- The Diamond Dyeing & Dry
Cleaning Co., Ltd.** Cassin Ahmed,
agent, 32-34 Wellington Street and
No. 18 Nathan Road, Kowloon.
- White Ladies' Hatter, Nathan
Road Kowloon.**
Business hours 10 till 6.
Sundays 10 till 5.
- Francis-Chinese Trading Co.,
Princes Building.**
Importers and Exporters.
- The Globe Electrical Supply Co.**
Electrical Supplies and Contractors.
7, Queen's Road Central. Tel. No. 3970.
- Hing Ip Co., Coal Merchants.**
37, Queen's Road Central, 1st floor.
Telegraphic address "Hinderance".
P.O. Box 405.
- The Hongkong Import Co.,
Importers and Exporters.**
Tel. No. 307. Old Supreme Court Bldg.
- Top Sing & Co., Typewriter Dealers.**
Typewriter Cleaning and Repairing.
1 Pottinger St. Tel. 3212.
- Top Yick Mangane Mining Co.**
Miners. 31, Queen's Road. Tel. 2763.
- Wong & Hough.** Des Voeux Rd.,
and Ice House St., Government
Machinery—Coal, Shale and General
Supplies.
- Sam Kee Dealer in Sewing Machines**
and accessories, Foot & Shoe Maker.
7 Pottinger Street.
- Kowloon Furniture Co., Furniture
dealers & Manufacturers, Furniture
for Office, Hotels, etc., 32,
Nathan Road, Kowloon.**
- The Kwong Co., Electric Store,
Accessories and Supplies.**
No. 68, Queen's Road, East.
- Kwong Hang & Co., Coal Merchants**
43 Des Voeux Rd. Central. Tel. 1736.
- Kwong Sun & Co., 58 Queen's Road
Central, Ho Chi Chung (Manager),
Kwong King Him (Asst.). Tel. 5033.**
- LAZARUS, N.
Optician.**
Tel. 2203. 12, Queen's Rd. Central.
- Leison & Co., Limited, Importers,
Exporters & Commission Agents.**
16 Des Voeux Rd. Central. Tel. 472.
- A. Ling & Co., Glass Merchants,
Furniture, Mirror and Canton Marble
Manufacturers. First-class, Glass
and Crockery, Ware and Photo
Supplies. 19, Queen's Road Central.
Tel. No. 1213.**
- Neo Cheung, Photographer.**
23, Ice House Street.
7, Desfordfield Arcade (Branch).
Developing & Printing undertaken.
- Nam Kwan Saitcase Co.,
Best makers of Leather Suitcases,
Hand Bags, Purse, etc., etc.**
12 Pottinger St., 23, Queen's Rd. Central
and 33 Hillier St.
- Noronha & Company, (Government
Printers), Publishers and Binders.**
Tel. 1044. 14, Des Voeux Rd. Central.
- L. Noronha, Printers.**
18 Wyndham Street.
- On Lok Yuen Co., Ltd., 1st Class
European and Chinese Restaurant.**
15 Hong Chang Chai Street at all hours.
Tel. 1022. 31, 33, 35 & 37 Des Voeux Rd.
- The Pacific Tailoring Co., Suits
made to order. 14 Wyndham Street.**
- Pun Yick Cho, Land & Estate Agents**
Tel. 811-1857. 33, Queen's Road Central.
- Sang Kee Co., Electric Cables and
Accessories. 41 Queen's Road Central.
Tel. 1476.**
- Star Garage, Motor Cars, motor
Cycles Repaired and Overhauled.
Cars on hire and for sale. 49 Des
Voeux Road, Central. Tel. 3077.**
- Sun Hing Co., Electro-platers and
Electrical Contractors also Typewriter
Repairs. 19 Pottinger St. Tel. 3320.**
- The Sun Light Co., Ltd., Electrical
Supplies and Contractors. 15, Des
Voeux Road, Central. Tel. 2158.**
- Waguda Trading Co.,
Importers and Exporters,
NIKON—Japanese fine art camera.
33, Queen's Road Central. Tel. 1559.**

WAR MEDAL BARS.

SOME SOLDIERS MAY HAVE AS
MANY AS SIXTEEN.

It was expected in mail week that shortly the system on which bars to the Great War Medal will be awarded would receive the sanction of the Cabinet.

For each of about 15 of the principal engagements (including the battles of Ypres, Neuve Chapelle, Loos, Somme, Arras, Messines Ridge, and Passchendaele) a bar will be given.

Then for each year a soldier served in the trenches a bar is granted, but such a bar is not allowed in addition to one already awarded for an engagement in the same year.

The maximum number of bars which any soldier (and there cannot be many such) who fought throughout the campaign, taking part in every engagement, can get is about sixteen.

Provision is made for the staff by recognizing "responsibility" as equivalent to risk, thus making the various branches eligible for bars, even if they went nowhere near the fighting line.

No staff officer, however, may earn more than ten "responsibility" bars. An infantry officer interviewed by

the *Daily Sketch* suggested that the last-named rule is just as well, because 15 bars would so lengthen the ribbon as to disturb the symmetry of the row.

The forthcoming visit of the Prince of Wales to Japan is naturally being talked about in the papers. The Imperial Palace in Tokyo, where his Royal Highness will stay, is one of the most remarkable buildings of its kind in existence, and differs but little from what it was before Japan became westernized. It is almost completely cut off from the remainder of the city, and the various rooms contain some wonderful specimens of Japanese art and craftsmanship. Our correspondent says:—"The rooms allotted to the Prince during this visit are, I am told, to be furnished in 'typical' English style—whatever horrors that may conceal—and the Emperor is likely to spend a considerable sum of money in doing this, though the Prince's taste in this direction is quite simple. It is a pleasant thing, though, to picture to oneself a long train of rice powdered menials reverently carrying in the Sacred Bird, the Heavenly Fruit (war, 1875), and the Ancestral Aspidochelone (in the art-pot) to honour the British Prince by surrounding him with his national gods."

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.

LONDON SERVICE

	(Direct)	
"PYRRAHUS"	11th Oct.	London, Amsterdam & Antwerp
"TITAN"	25th Oct.	London, Amsterdam & Antwerp
"RHESUS"	8th Nov.	London, Amsterdam & Antwerp
"MENTOR"	15th Nov.	London, Amsterdam & Antwerp
"MACHAON"	22nd Nov.	London, Rotterdam & Hamburg

LIVERPOOL SERVICE

	(Direct or via Continental Ports)	
"EUMAEUS"	13th Oct.	Genoa, Marseilles & Liverpool
"TELEMACHUS"	18th Oct.	Rotterdam & Liverpool
"ANTIOCHUS"	1st Nov.	Genoa, Marseilles & Liverpool
"PELEUS"	10th Nov.	Marseilles, Havre & Liverpool

PACIFIC SERVICE

	(via Kobe and Yokohama)	
"TYNDAROS"	5th Oct.	Victoria, Seattle and Vancouver
"PROTEUS"	20th Nov.	
"IXION"	23rd Nov.	

NEW YORK SERVICE

	(via Suez or Panama)	
"EURYMACHUS"	13th Oct.	via Suez

PASSENGER SERVICE

"PYRRAHUS"	11th Oct.	for Singapore & London
"MENTOR"	30th Oct.	for Shanghai
"MENTOR"	15th Nov.	for Singapore & London

For Freight and Passage Rates and all Information Apply to—
**BUTTERFIELD & SWIRE,
AGENTS.**

POST OFFICE NOTICES.

Parcel Post Service to Posh and places beyond Nanning is temporarily suspended.

INWARD MAILS.

FROM	PER
EUROPE via Suez (Letters only London 1st Sept.)	Dunera
Shanghai	Shanghai
Shanghai	Shanghai
Canada, U.S.A., Japan and Shanghai	Empress of Russia
EUROPE via Suez (Newspapers only London daily 1st Sept.)	Empress of Russia
SUNDAY, OCTOBER 8.	
Shanghai	Shanghai
SUNDAY, OCTOBER 9.	
EUROPE via Suez (Letters and Newspapers, London 8th Sept.)	Karnala
MONDAY, OCTOBER 10.	
Japan	Benten Maru
Calcutta and Straits	Kirin Maru
TUESDAY, OCTOBER 11.	
THURSDAY, OCTOBER 13.	
Straits	Shidomoto Maru
Australia and Manila	Aki Maru

OUTWARD MAILS.

FOR	PER	TIME
WEDNESDAY, OCTOBER 5.		
Saigon	Phraang	5 p.m.
Pakhoi and Haiphong	Phraang	5 p.m.
THURSDAY, OCTOBER 6.		
Keelung	Mogami Maru	8 a.m.
Hilo	Hapeh	10 a.m.
Amoy, Shanghai and North China	Samsung	11 a.m.
Japan	Samsung Maru	3 p.m.

*Correspondence bearing vessel's name only.

THE BLIND TEST.

P. D.



THE CONNOISSEUR'S
IDEAL CHOICE.

OBTAINABLE EVERYWHERE

Sole Agents: **H. RUTTONJEE & SON,
HONGKONG.**

WEATHER REPORT.

October 5d 10h 35m.—Warning to Hong Kong, Coast Ports, etc.—A typhoon of unknown intensity within 60 miles Lat. 18° N and Long 138° E, moving N.N.W.

October 5d 10h 35m.—Pressure up increased considerably in the extreme north, the Mongolian anticyclone having strengthened. It has increased moderately at Garm, and decreased slightly at Oshana and the Bonins, owing to the advance of the typhoon on a N.N.W. track.

Fr. sh. monsoon may be expected along the Coast of China, and over the China Sea.

Hong Kong rainfall for the 24 hours ending at 10 a.m. today, 1.00 inch. Total since January 1st, 0.53 inches, against an average of 77.8 inches.

Forecast for the 24 hours ending at noon on October 5

1. Hong Kong: N.E. winds, fresh; fine. 2. South coast of China: N.E. winds, strong. 3. South coast of China: N.E. winds, strong. 4. South coast of China: N.E. winds, strong. 5. South coast of China: N.E. winds, strong.

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